

Approved For Release 2001/03/05 : CIA-RDP82-00457B0071003

CD NO.

CONFIDENTIAL

DATE DISTR. 20 Feb. 1952

NO. OF PAGES 2

NO. OF ENCLS.
(LISTED BELOW)

ACQUIRED
Y1Y

DATE OF 25X1A

DATE OF INFO.

SUPPLEMENT TO 25X1A
REPORT NO. [REDACTED]

i.s

1. The airfield/north of Seliksa (53°12'N/45°13'E), Penza Oblast, 5 km north of the village of Chemodanovoka (53°11'N/45°15'E) which is located on the Penza (53°12'N/45°01'E) - Kuybyshev (53°12'N/50°09'E) highway. A village of approximately 2,000 inhabitants, located 2 or 3 km north of the field, was occupied by airfield personnel. The field was surrounded by level steppe-like grassland. There was no spur track. The landing field, approximately 300x1,000 meters, was not serviceable in rainy weather because of its loamy soil. There were no concrete runways or taxiways.
2. Three wooden sheds, a flight control station with a wind sock, and a fuel dump consisting of many gasoline drums and upright fuel containers were on the northern edge of the field. Two three-story barracks buildings, which appeared to be new and were possibly used as administration buildings, were on the southern edge of the field. Nearby, there was a small house with a radio mast, about 10 to 15 meters high, and the top of which terminated in three rods pointing upward.
3. A four-story barracks building, approximately 20x30 meters, a red brick structure, formerly part of a nearby sugar factory and brandy distillery, was located in the "Pliers' Village", 2 km north of the field. The barracks were occupied to capacity by flying personnel who marched to the field daily.
4. There was intensive flying in good weather. The field was occupied by 20 twin-engine bombers, 12 single-engine fighters, and 5 to 8 biplanes.
5. The airfield is approximately 3 km north of Seliksa and north of the new Penza-Syzran (53°10'E/48°27'E) road. According to PWs who were assigned to the construction of officers' billets, several hangars, some of which were completed in 1947, were built on the very large landing field. The construction of the officers' billets started in 1947 and was not completed by October 1947.

CONFIDENTIAL

[illegible]

Document No. #
 No Change in Class. ☐
☐ Declassified
 Class. Changed To: TS S C
 Auth: BR 70-2
 P82-00457 R0071003800 624

CENTRAL INTELLIGENCE AGENCY

~~CONFIDENTIAL~~

6. Source saw that the construction of an 8-km road leading from Seliksa to the field was started in the fall of 1947.
7. The unloading of V-12-cylinder aircraft engines, which were partially packed in boxes, was repeatedly observed at the Seliksa railroad station in 1947. Air force soldiers came to pick up the engines.
8. The field was occupied in 1947 by twin-engine bombers with two in-line engines, double rudder assemblies and partially plexiglass nose and single-engine fighters with in-line engines.

25X1A

~~CONFIDENTIAL~~ Comments

25X1A

- (1) The report, though dating back rather far, is forwarded because of the clear location sketch. For sketch, see Annex. This sketch is believed to be correct as compared with previous information. See ~~CONFIDENTIAL~~
- 25X1A (2) According to three previous sources, at least one runway which was between 8,000 and 1,500 meters long existed at the field in the fall of 1947. See ~~CONFIDENTIAL~~ The size of the field is probably underestimated.
- (3) The information about the buildings at the field does not agree with a previous report. Since previous sources also reported large hangars at the field, the information that the field was being improved in 1947 is believed to be correct. The present status of the field cannot be determined.
- (4) The information that the field was probably occupied by one fighter and one bomber or air transport regiment in 1947 agrees with previous statements. See ~~CONFIDENTIAL~~
- 25X1A

1 Annex: sketch of Seliksa airfield.

~~CONFIDENTIAL~~~~CONFIDENTIAL~~ -CONTROL/US OFFICIALS ONLY

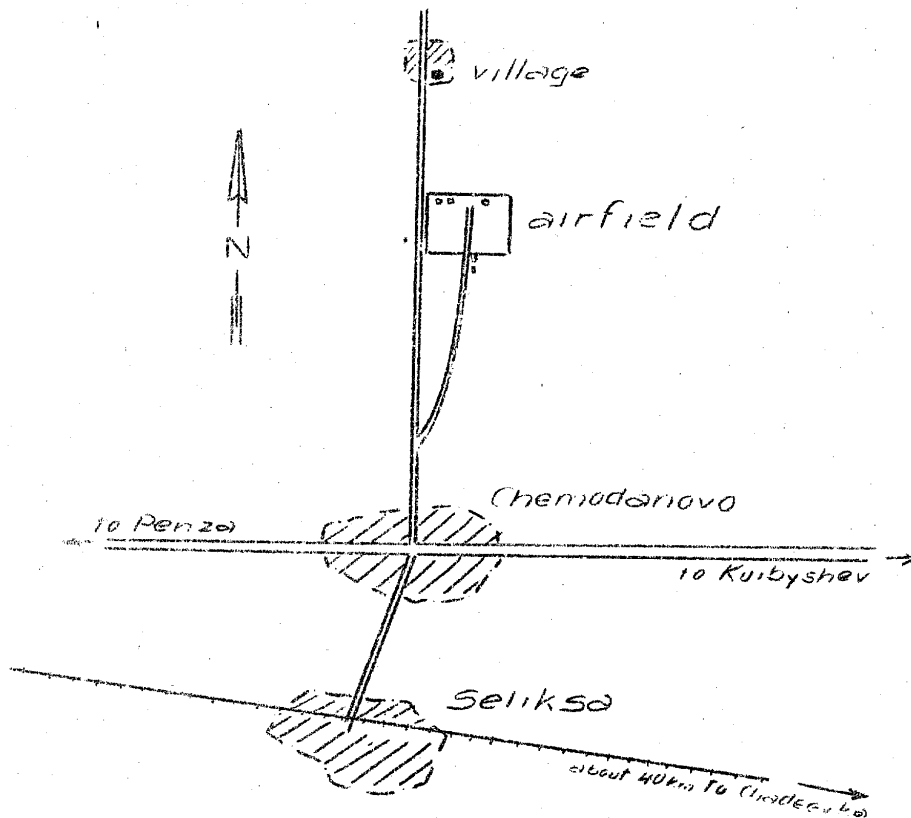
-2-

CENTRAL INTELLIGENCE AGENCY

25X1A

Attachment

Location Sketch of Seliksa Airfield



scale 1:100,000

SECRET - CONTROL/US OFFICIALS ONLY